

June 2006



Project Update

Key Number: 9000

Project Number: IM-0005(138)

The Idaho Transportation Department (ITD) is conducting an environmental study to evaluate interstate access and congestion issues on I-15 in the northern Pocatello/Chubbuck area. The study area is roughly bounded on the south by the I-15/I-86 WYE, and on the north by W 2 1/2 Mile Road.

ITD has evaluated the five "Build" Concepts (see inside brochure) and now seeks public input on the results of the evaluation. A wide range of concepts and their associated issues and concerns were identified during the Level 1 Screening Process. Concepts were dropped from further consideration based on information gathered during the

Level 1 Screening. ITD would like the public to comment on the five "Build" Concepts and identify any issues or concerns that have not been identified. Input gathered from the public will help project officials further refine the concepts and define the next steps in the environmental study.

Project Purpose and Need

The purpose of the project is to provide transportation system solutions to improve present and future access to and from I-15 for the safe and efficient movement of people, goods and services, while relieving congestion at current access points along I-15 and I-86 as growth and development continues in the area.

The need for the project arises from limited access to the interstate for northbound and southbound motorists living north of I-86 and east/west of I-15 along with the planned commercial and residential growth east/west of I-15 and north of Chubbuck. Existing conditions have created congestion and safety concerns at current access points and future growth and development will only make the situation worse.

For additional information visit:

www.itd.idaho.gov

click on *Get Involved*;

Southeast Idaho;

I-15 Environmental Study



The National Environmental Policy Act (NEPA) Process

What is the environmental process? Why is it required?

The National Environmental Policy Act was passed in 1969. The act, considered the “national charter” for protection of the environment, has three major goals:

- Set national environmental policy
- Establish a basis for the environmental analysis
- Operate the Council on Environmental Quality

National Environmental Policy Act requires:

- That federally funded projects be examined for potential impacts to social and environmental resources;
- That impacts to the human and natural resources be balanced with the public’s need for a safe and efficient transportation system; and
- That a full-disclosure environmental document be prepared for any project likely to have environmental impacts.



Social, environmental and economic impacts balanced with transportation needs and public input help shape the decisions and outcomes under NEPA

Where Do I Fit In The NEPA Process?



Open House Meeting participants reviewing project information at Tyhee Elementary.

General Public

The public is invited to attend workshops and informational meetings throughout the Environmental Study. The purpose of the meetings is to gather input and address concerns on the proposed improvements.

BPO Transportation Advisory Committee

The Bannock Planning Organization (BPO) Transportation Advisory Committee includes representatives from the City of Chubbuck, the City of Pocatello, Idaho State University and the Bannock Planning Organization. The advisory committee is helping identify issues, brainstorm options, and make recommendations to project officials.

Local Agency Input Group

The Local Agency Input Group is made up of local regulatory agencies. Its function is to identify issues, concerns and regulations related to the I-15 Environmental Study. The input group includes representatives from the City of Chubbuck, the City of Pocatello, the Shoshone-Bannock Tribe, the Bannock Planning Organization and the Bannock County Commissioners.

Concept Screening Process

Level 1 Screening (Preliminary)

Project officials met with the Bannock Planning Organization (BPO) Transportation Advisory Committee and the Local Agency Input Group in the summer of 2004 to identify issues that should be addressed in the study. Project engineers investigated 17 potential "Build" Concepts. A preliminary screening analysis was conducted on the concepts. The "No Build" Concept and five "Build" Concepts that best met transportation needs were carried into the Level 2 Screening Process.

Level 2 Screening (2005 - Current)

A Public Open House Meeting was held April 4, 2005 at Tyhee Elementary School in Chubbuck. The public was asked to provide input and identify project issues that needed to be addressed. The meeting was attended by 169 people who provided 50 written comments regarding the five "Build" Concepts carried forward from the Level 1 Screening. The Public Meeting held June 27th is the last step of the Level 2 Screening Process. After the meeting, ITD will narrow the number of concepts carried forward in the environmental analysis and move toward selecting an alternative.

Screening Criteria

Meets Project Purpose and Need

Would the project improve access to and from I-15? Would the project provide safe and efficient movement of people, goods and services?

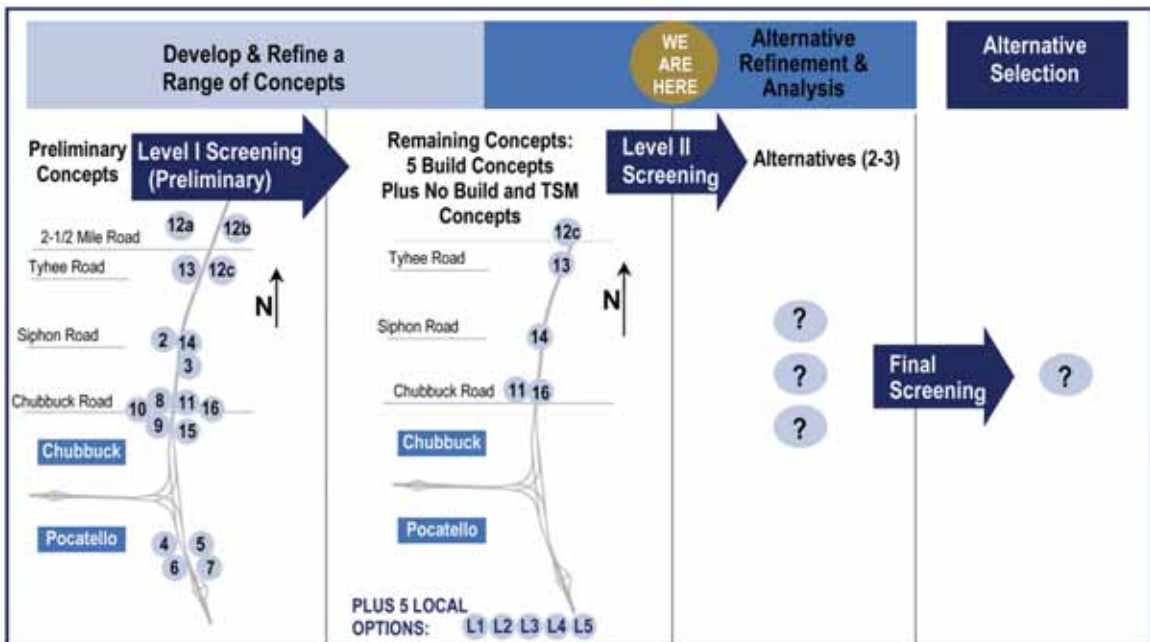
Environmental Constraints

Would the project minimize adverse environmental effects to selected built environmental resources?

Would the project minimize adverse environmental effects to selected natural environmental resources?

Constructibility-Effectiveness

Is the scale of the option consistent with the benefits that it provides, or can the function be served with a lower cost solution?



Preliminary Concepts

Preliminary Concepts

17 Preliminary Concepts and 5 Local Options for I-15 were identified to address area-wide congestion and safety issues. The Preliminary Concepts are:

- Concept 1 - "No Build"
- Concept 2 - Siphon Road Interchange with separated railroad crossing and extension to Bench Road
- Concept 3 - Siphon Road Interchange with extension to Bench Road
- Concept 4 - Fairway Drive/Flandro Drive Overpass
- Concept 5 - Fairway Drive/Flandro Drive Underpass
- Concept 6 - Fairway Drive/Quinn Road Overpass
- Concept 7 - Fairway Drive/Quinn Road Underpass
- Concept 8 - Chubbuck Road Interchange (partial cloverleaf AB)
- Concept 9 - Chubbuck Road Interchange (diamond)
- Concept 10 - Chubbuck Road Interchange Northeast (partial cloverleaf)
- Concept 11 - Chubbuck Road Interchange Northwest (partial cloverleaf)
- Concept 12a - 2 1/2 Mile Road Interchange
- Concept 12b - 2 1/1 Mile Road Interchange with connection to Tyhee Road
- Concept 12c - 2 1/2 Mile Road Interchange (south of existing 2 1/2 Mile Road Overpass with connection to Tyhee Road
- Concept 13 - Tyhee Road Interchange
- Concept 14 - Siphon Road Interchange (southern alignment)
- Concept 15 - Chubbuck Road Interchange with northbound collector/distributor lane
- Concept 16 - Chubbuck Road Interchange with north and southbound collector/distributor lanes

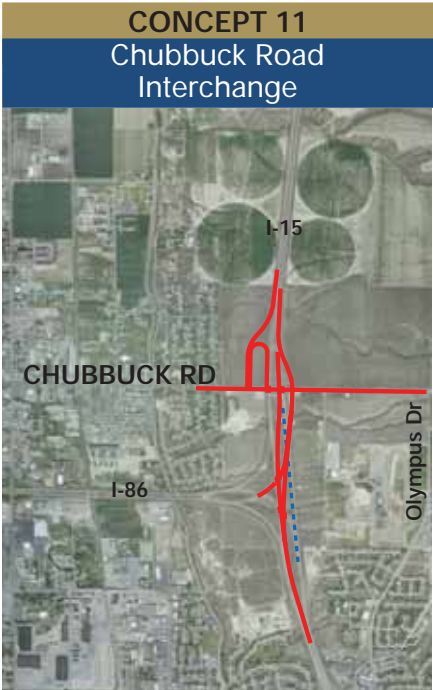
Local Options

The local project elements are:

- Local 1 - Hiline Road widening with new Siphon Road/Bench Road alignment with overpass
- Local 2 - Chubbuck Road widening with Bench Road/Olympus Drive widening
- Local 3 - Hiline Road widening with new Tyhee Road/Bench Road alignment with overpass
- Local 4 - East Frontage Road
- Local 5 - West Frontage Road

Five Interchange "Build" Concepts

The following five "Build" Concepts and the "M" evaluation are described in the "Concept Evaluation"



LEGEND	
—	PROPOSED
- - -	REMOVE

pts Being Evaluated

"No Build" Concept are being evaluated during the Level 2 Screening Process. The preliminary results of the "Evaluation Matrix" below.



Evaluation Matrix of the Level 2 Screening Report

	“No Build”	“Build” Concepts					
		11 Chubbuck Road IC	16 Chubbuck Road IC	12c 2½ Mile Road IC	13 Tyhee Road IC	14 Siphon Road IC	Combined Local Elements
Transportation Benefits							
Interstate mainline operations							
Interstate ramp operations							
Interstate weaving operations							
Ramp terminal intersection operations							
Local intersection operations							
Route circulation							
Substantive safety							
East/West arterial linkage							
Volume reduction on existing interchanges							
Impact to Built Environment							
Economic disruptions							
Displacements							
Impact on Noise							
Impact on Potential Section 4(f) Resources							
Impact on Known Section 4(f) Resources							
Environmental Justice							
Impact to Natural Environment							
Impact on Critical Areas							
Impact to Threatened or Endangered Species							
Hazardous Materials and Waste Sites							
Asset to Community							
Compatibility with Comprehensive Plans							

⊕ Most effective concept/or least impacts*

○ More effective concept/or less impacts*

● Effective concept/or few impacts*

⊕ Less effective concept/or more impacts*

● Least effective concept/or most impacts*

* Based on the preliminary results of the level 2 screening report



What's The Next Step?

Input gathered from the public, local, state and federal agencies, plus environmental and engineering studies will be used to identify a "preferred" alternative and complete an environmental analysis.

Once a "preferred" alternative is identified, a public hearing will be held to present the environmental document and preferred alternative to the public. The hearing is anticipated to take place in 2007. After the environmental document is approved by the Federal Highway Administration this project is complete. Paving the way for a future project to design and construct this project.

Comments in Writing

**Idaho Transportation Department
Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129**



Contact Information

Mark Snyder
Idaho Transportation Department
District 5
Project Manager
(208) 239-3336
mark.snyder@itd.idaho.gov

Gwen Smith
Public Involvement Coordinator
Idaho Transportation Department
(208) 334-4444
gwen.smith@itd.idaho.gov



Idaho Transportation Department
P.O. Box 7129
Boise, ID 83707-1129

PRST STD
U.S. Postage
PAID
Boise, ID
Permit No. 143

TITLE VI OF THE CIVIL RIGHTS ACT 1964

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

Persons needing an interpreter or special accommodations are urged to contact Gwen Smith, Public Involvement Coordinator at (208) 334-4444 or TDD/TDY (208) 334-4458.

Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen a la coordinadora de participación pública, Gwen Smith, al (208) 334-4444 ó TDD/TDY (208) 334-4458.